influencing the actual speed of the vehicle on the basis of the at least one manipulated variable; and

applying a brake pressure to at least one wheel brake based on a difference between the actual speed and the setpoint speed such that the actual speed is brought in line with the setpoint speed, the step of applying being performed according to one of a condition when the actual speed exceeds the setpoint speed and, if the actual speed is lower than the setpoint speed, a condition when the actual speed is approaching the setpoint speed.

4. (Once Amended) A method for controlling a vehicle, comprising the steps of:

determining an actual speed of the vehicle;

predefining a setpoint speed;

detecting whether the vehicle is traveling on a descent;

calculating at least one manipulated variable based on the actual speed and the setpoint speed only when the vehicle is detected as traveling on the descent;

influencing the actual speed of the vehicle on the basis of the at least one manipulated variable; and

causing a tilt sensor to supply a signal, wherein the step of detecting whether the vehicle is traveling on the descent includes the step of evaluating the signal supplied by the tilt sensor.

5. (Once Amended) A method for controlling a vehicle, comprising the steps of:

determining an actual speed of the vehicle;

predefining a setpoint speed;

detecting whether the vehicle is traveling on a descent;

calculating at least one manipulated variable based on the actual speed and the setpoint speed only when the vehicle is detected as traveling on the descent;

influencing the actual speed of the vehicle on the basis of the at least one manipulated variable;

determining an actual acceleration of the vehicle; and

calculating a model acceleration based on a driving torque; wherein

D1 Concluded

the step of detecting whether the vehicle is traveling on the descent includes the step of detecting the descent only if a rate of change of the actual acceleration is positive and a difference between the actual acceleration and the model acceleration is also positive.

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9. (Once Amended) A device for controlling a vehicle, comprising:

a control device for receiving a signal indicating an actual speed of the vehicle;

a memory in which a setpoint speed is predefined; and

D2 an output arrangement via which a manipulated variable that influences the actual speed of the vehicle is output based on the actual speed and the setpoint speed in order to influence the actual speed of the vehicle; wherein

the control device includes an enabling arrangement for enabling only the manipulated variable to be calculated and output, respectively, if a descent of the vehicle has been detected;

the control device includes an arrangement for detecting the descent of the vehicle;

the control device determines a signal representing an actual acceleration of the vehicle;

the control device includes a model for calculating a model acceleration based on a driving torque; and

the control device includes an arrangement for detecting the descent of the vehicle, the descent of the vehicle only being detected if a rate of change of the actual acceleration and a difference between the actual acceleration and the model acceleration are positive.

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10. (Twice Amended) A device for controlling a vehicle, comprising:

D3 a control device for receiving a signal indicating an actual speed of the vehicle;

a memory in which a setpoint speed is predefined; and

an output arrangement via which a manipulated variable that influences the actual speed of the vehicle is output based on the actual speed and the setpoint speed in order to influence the actual speed of the vehicle; wherein

the control device includes an enabling arrangement for enabling only the manipulated variable to be calculated and output, respectively, if a descent of the vehicle has been detected;